

Established February, 1845.

PRICE, \$2 PER MONTH

Shipping

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A FRENCH CONSULAR TRAINING

M. Jules Dietz, in the *Journal des Debats*, describes a scheme which is about to be carried out to provide France with a specially trained class of men as officials for her colonial possessions. It has been decided to establish in connection with the Ecole des Sciences Politiques of Paris a colonial school, which will be under the direction of a competent staff of professors, including the well-known writer on economical subjects, M. Paul Leroy-Beaulieu. The course of studies will occupy two years, and include such subjects as the administrative and financial organization of France, international law, and the consular, the history of the treaties of commerce concluded since 1789, colonial geography, the English language, political economy, and the colonial system of the principal European Governments. In addition, they will be a special department for the training of pupils intended for the Far East under the direction of M. Silvestre, formerly Chief Consul in Cochinchina. Here instruction will be given in Annamite law and government.

COLD WATER FOR BATHS.

The use of cold water as a bath for ordinary health purposes—we (Lancet) are not speaking of its use for the strictly medical purpose of reducing the temperature of the body in certain cases of disease—is purely reactionary. The cold bath is only useful, or even safe, when it produces a rapid return of the blood to the surface immediately after the first impression made, whether by immersion or effusion. The surface must be quickly rewarmed, and there must be a glow of heat. If these effects are not rapidly apparent, cold bathing is bad; and no such effects are likely to be produced unless the circulation be vigorous and both the heart and blood-vessels are healthy. Great mistakes are made, and serious risks are often incurred, by the unskillful use of the cold bath by the weak or unsound. Moreover, it is necessary to bear in mind that there is seldom too much energy to spare after middle age, and it is seldom expedient for persons much over forty to risk cold bathing. We would go so far as to say that no one above that age should use the tub quite cold unless under medical advice. It is possible to be apparently robust and, for all the average purposes of life, healthy, and yet to have such disabling risks as to render the recourse to heroic measures, even in the matter of cold bathing, perilous.

THE CHURCH CONGRESS AND POLYGAMY.

At the meeting of the Church Congress held in England in the beginning of last month, the question "How may difficulties arising from polygamy, slavery, and caste be best met?" was discussed. The Bishop of Exeter opened with a paper the arguments of which he applied to Central Africa and China, as well as to India, Burma, and Japan. His conclusions were in favour of the baptism of polygamists, against the baptism of converts. He said that the practice of polygamy was opposed to the original institution of marriage and to the will of God. Christianity in time would abolish polygamy. The question now was not whether a convert might after baptism take more wives than one, but whether the converts who had married more than one in the days of his darkness should be refused baptism unless he put away all wives but one, and whether the second and other wives ought to be refused baptism unless they left the husband. General Gordon asked to retain three wives apiece, and the Bishop did not think it could be allowed. Gordon said, "What a pity! I might convert all Africa if you would allow that." The question would come before the Pan-Anglican Synod, in 1888. The missionary societies had no established rule, but generally missionaries appeared to refuse baptism to converts who declined to put away all wives but one. The question then was which was to retain, and what was the position of those who were away and of their children. Quoting and commenting upon passages of scripture and early and later commentators at some length, the bishop concluded that the general opinion was that a man who had married more wives than one was not compelled to put away all but one, and that such divorce would be wrong, and it would produce bad consequences in domestic life and increase opposition to Christianity. On these grounds he would admit a polygamist to baptism, but would excommunicate a convert who put away one wife from one. This would stamp out polygamy in a generation among converts and permit the gospel to penetrate the whole system of society. This principle in measure applied to caste and slavery. To require that all converts should renounce caste, which in many parts of India was more social than religious, seemed unnecessary if the convert would so far overcome his repugnance as to kneel at communion with a brother or a sister of a lower caste. By this act he renounced caste as a religion. Christianity would abolish slavery, and at sight of the slave not require at slaveholders to manumit their slaves before baptism.

A RACE AGAINST TIME.

An incident in connection with the recent visit of Prince William of Prussia, the grandson of the Emperor William, to the East during the late Russian manoeuvres in Poland is mentioned in a St. Petersburg correspondence, which must have caused some trepidation to the persons concerned. The day before the arrival of the Prince, Alexander, who had already arrived at Brest-Litovsk, where the visitor was to alight, ordered his valet to get his Prussian uniform ready for the next day. "But, your Majesty," the valet replied tremblingly, "we have no Prussian uniform here; your Majesty ordered me to leave it behind at St. Petersburg." "What vexing misunderstanding!" the Emperor exclaimed, and called the aide-de-camp on duty. "My Prussian uniform must be here at seven to-morrow morning," was the portentous reply. The aide-de-camp then hurried to St. Petersburg, and another to the Warsaw Railway. At six o'clock in the evening a locomotive was started to start from St. Petersburg, an imperial train, with the train containing the uniform, mounted the engine, and the race against time began. Relay engines were held in readiness at Danaburg and Wlita to take up the courier and continue the journey, as no single engine could have made the run continuously, the distance between St. Petersburg and Brest-Litovsk being 540 miles. It must have been highly satisfactory to all concerned that the iron horses accomplished the task assigned to them, performing the run in a canter. At seven o'clock in the morning the courier arrived at its destination, and at eight o'clock the guest was received by the Emperor in his Prussian uniform. The run of thirteen hours, amounting to only 4-1/2 miles an hour, was not a wonderful performance for an engine, but the courier, unused to a night on the foot-plate, must have been glad when his ride came to an end.

MARINE INSURANCE.

The London & China Express of the 15th ultimo says:—When Greek meets Greek we all know what is popularly supposed to be the result, and the notice of the Marine Insurance Company which appears in our Advertisement Columns seems to herald a tug of war quite as determined as any in which the valourous Hellenes might engage. The rates at which this, and we believe a number of other London Companies, are prepared to issue policies are not pretended to be remunerative, but according to the statement of those who are responsible for them, they have been compelled to adopt them as a measure of defence against the China houses who, it is said, not content with a virtual monopoly of the Eastern trade, have made strenuous efforts, not uncrowned with success, to secure a portion of the Colonial. This the London houses say has been effected by adoption of the bonus system, and it is very certain that if the war of rates which is looming in the immediate future is at all a protracted one, no company will find it an easy matter to return any profits in the shape of a bonus. The opponents of the bonus system deny it on the ground that the profits are to be paid in its way into other pockets than those of the real insurers, who, they say, should be entitled to any profit that is returnable. Of course, owners of goods on which insurances are effected should be the best judges as to whether they are content to insure under a system by which their agents, as more or less nominal shareholders in bonus-returning companies, derive any pecuniary benefit other than the ordinary commission, they themselves being ineligible for such benefits by reason of not being shareholders, but one thing is certain, that unless a compromise is very speedily arrived at, a state of things most disastrous to the insurance world, and only comparable to the railway wars in America, must inevitably result. It is most desirable, therefore, that the London houses should be persuaded that the London houses will gladly relinquish any idea of cutting into the China trade, if the Colonial trade be guaranteed from unfairness on the part of the China companies. The latter have temporarily raised their rates at a very considerable reduction, though not yet at so low a figure as their rivals, and nothing now remains but to await the issue of events and hope for a speedy and satisfactory settlement of the difficulty.

NEW USE FOR SUGAR.

Mr Thomson Hankey, of Shipborne Grange, Tunbridge, writes to the *Times*:—"My attention has been attracted by a notice in the *Scientific World* to a new use for sugar, which, at the present low price of that article, might be capable of being practically applied. Experiments have recently been made proving that sugar is a valuable ingredient in mortar and cement, having a strong binding quality. Equal quantities of finely powdered lime and a very common kind were mixed with an equal quantity of good brown sugar, with the addition of water, and the result was a cement of exceptional strength. This has been tried at Portchester, where the sugar was used in the construction of the broken masonry of a window having been joined firmly together by sugar mortar. The severest test is joining glass, which gives no hold to mortar without the use of lead, and this has been successfully done. The fact appears to be certain that sugar produces an extraordinary effect on time when the latter has been allowed to fall into a fine powder and has been thoroughly slaked. Particles of unslaked lime would destroy the result, because of their expansion, which would make mortar lift. The sugar mortar thus made was found, I believe, to be as good as Portland cement; and the only question, therefore, would be one of cost; and it is probable that Portland cement itself would be made much stronger by the addition of sugar. Treacle might have the same effect. It is not necessary to mention in detail the numerous small experiments which have been made. It is a matter which any one can test for himself by joining bricks with Portland cement alone, and by joining others with sugar and water added to the cement. The fact that cane sugar and lime form a definite chemical compound has long been known. It is used indeed, for various purposes, and it may be hoped that the suggestion of its use as an ingredient in mortar may be turned to practical account by builders and cement manufacturers. It has been suggested to me that the use of sugar is the secret of the success of the old Roman mortar."

INSURANCE.

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co., Agents, Hongkong & Canton.

Hongkong, January 4, 1897. 100

THE LONDON ASSURANCE

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A.D. 1730.

THE Undersigned having been appointed Agents for the above Corporation are prepared to grant Insurances as follows:—

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co. Hongkong, July 25, 1872. 498

NOTICE.

QUEEN FIRE INSURANCE COMPANY.

THE Undersigned are prepared to accept Risks on First Class Goods at 1/2 per cent. net premium per annum.

(NORTON & Co., Agents.) Hongkong, May 19, 1891. 393

Intimations.

GRIFFITH'S NEW VIEWS OF HONGKONG

NOW READY,
1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE

LONDON-ERATED WATERS.
1, DUDDELL STREET.

Continue to Supply:
SODA WATER, LEMONADE, TONIC, SELTZER, QUINQUINA, RASPBERRY, &c., &c., &c.

At the same Moderate Charges.
Hongkong, June 9, 1885. 957

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO-BOAT COMPANY.

THE Company will receive STRAIGHTS and SUNDRIES VESSELS alongside their Wharves at Kowloon, and Land, Re-shipping, and/or Store General CARGOES, SILK, OPIUM, COTTON, GRAIN or MERCHANDISE in First-Class Godowns at *Chung Shing*. Also COALS in specially constructed Sheds. For the convenience of Commanders and Shippers the Company's launch *Hongkong* will convey to and from the wharves at every hour from 6 a.m. to 6 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to
W. KERFOOT HUGHES, Agent,
Piddar's Street.
Hongkong, February 17, 1886. 331

DENTISTRY.

FIRST CLASS WORKMANSHIP.
MODERATE FEES.

MR. WONG TAI-FONG, Surgeon Dentist,
(FORMERLY ARTIFICIAL APPLIANCES AND LATELY ASSISTANT TO DR. ROBERTS.)

THE urgent request of his European friends has TAKEN THE OFFICE formerly occupied by Dr. ROBERTS,
No. 2, DUDDELL STREET.

CONSULTATION FREE.
Discount to missionaries and families.
Sole Address:
2, DUDDELL STREET,
(Next to the Non-Resident Bank.)
Hongkong, January 12, 1885. 66

MANILA SLIP COMPANY, LIMITED.

THIS Company having COMPLETED the SLIPWAY and WORKS at OLALECA (Cavite) is now prepared to undertake the REPAIRS OF VESSELS, and other SHIPBUILDING WORK, under the Direction of an experienced ENGINEER and SUPERVISOR from one of the principal Shipyards of the U.S.A.

Dimensions and principal Particulars of Patent Slip and Ship-yard at OLALECA (Cavite).
Length of centre ways of Slip - 320 feet.
Length of Slip cradle - 270 "
Width of Slip inside supports - 30 "
Inclination of ways 1 in 15
Depth at outer end (high water to rails) - 26 "
Length of Slip rail dry at low water - 415 "
Length of Slip rail extreme high water - 350 "
Height of end-rails to keel blocks - fore end - 2 ft 9 in. after end - 7 ft 6 in.

Rise and fall of tide-extremes springs - 5 ft 6 in. average neaps - 3 ft 9 in.
Width of ways, centre to centre of end rails - 27 "
Capacity of the Slip in gross tonnage - 2,500 tons.
(Note.—This last particular must depend on the draught and build of vessel.)

Working capacity of hydraulic hoisting gear - 2,000 tons.
The site of the Company's works is on a perfectly sheltered Bay, where Vessels can lie and work be carried on in any weather.
THE REPAIRING SHOPS include PLATING and BOLLARD SHOPS, SAWMILL, FITTING SHOP, CARPENTERS' SHOP and SAW-MILL, with a full equipment of appliances for every class of REPAIRS to STEAMERS and SAILING SHIPS, WOOD and IRON, and the BUILDING of SMALL CRAFT of all kinds, up to about 200 Tons.

PEELE, HUBBELL & Co., Agents.
Hongkong, November 1, 1886. 2071

Mails.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI.

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

ON MONDAY, the 29th day of November, 1886, at Noon, the Company's Steamship *BRATISLAVA*, Captain SCHMIDT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 28th November. (Parcels are not to be sent on board; they must be left at the Agents' Office). Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries Doctor and Stewardess. Linen can be washed on board.

For further Particulars, apply to
MELOCHERS & Co., Agents.
Hongkong, November 16, 1886. 2181

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF NEW YORK* will be despatched for San Francisco, via Yokohama, on TUESDAY, 23rd November, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Oceans of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURNS PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, November 2, 1886. 2092

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES. PAQUEBOTS POSTE FRANCAIS.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI.

ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS;

LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

ON TUESDAY, the 30th November, 1886, at Noon, the Company's S.S. *SAGHALIEN*, Commandant HONOREY, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal ports of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 29th November, 1886. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.
Hongkong, November 17, 1886. 2192

Occidental & Oriental Steam-Ship Company.

MAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELGIC* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 2nd December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURNS PASSENGERS.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20 % from Return Fare; if re-embarking within one year, an allowance of 10 % will be made from Return Fare. Pre-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25 % from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50a, Queen's Road Central.

C. D. HARMAN, Agent.
Hongkong, November 13, 1886. 2164

For Sale.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

ERNEST J. KITTEL, Ph.D., TORONTO. THIRD EDITION. REVISED, WITH ADDITIONS.

Price, \$1.50.

LANGE, CHAWORTH & Co. Hongkong, August 20, 1884. 1368

WASHING BOOKS.

(In English and Chinese.)

WASHBURN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, \$1 each.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore K., and those in the body of the Harbour H. Shipping or midway between each shore are marked C., in conjunction with the figures denoting the sections.

Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the F. and O. Co.'s Office.
5. From F. and O. Co.'s Office to Piddar's Wharf.
6. From Piddar's Wharf to the Naval Yard.

Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Steamers									
Amelia	5	Anderson	Brit.	str.	678	Jan.	31	Russell & Co.	K'loon Dock
Belgia	5	Walker	Brit.	str.	4213	Nov.	14	O. & S. S. Co.	Yama & San'f'esen
Bellerophon	5	Guthrie	Brit.	str.	1306	Nov.	21	Butterfield & Swire	Bangkok
Cairngorm	5	Pease	Brit.	str.	1166	Nov.	14	Russell & Co.	To-morrow 24th inst.
Cathay	5	Adams	Brit.	str.	1584	Nov.	20	P. & O. S. N. Co.	Europe, &c.
Catherton	5	Garke	Brit.	str.	1405	Nov.	17	Russell & Co.	Kutchinotzu
City of New York	5	Dunlop	Brit.	str.	1030	Nov.	8	Mitsui Bussan Kaisha	San Francisco, &c.
Crossed	5	Searle	Amer.	str.	3123	Nov.	8	P. M. S. S. Co.	To-morrow
Crusader	5	Rowin	Brit.	str.	648	Nov.	13	Arnhold, Karberg & Co.	K'loon Dock
Dafila	5	Mooney	Brit.	str.	652	May	22	Wielor & Co.	To-morrow
Don Juan	5	Marques	Span.	str.	395	Nov.	22	Russell & Co.	Amoy & Manila
Emeralda	5	Hamlin	Brit.	str.	410	Nov.	22	Russell & Co.	Amoy & Manila
Fidelle	5	Brook	Ger.	str.	852	Nov.	22	Wielor & Co.	Swatow
Fragt	5	Land	Dan.	str.	410	Nov.	20	Arnhold, Karberg & Co.	Haiphong
Glasgow	5	Park	Brit.	str.	1837	Nov.	19	Jardine, Matheson & Co.	Shanghai
Glenariff	5	Quarley	Brit.	str.	1409	Nov.	21	Jardine, Matheson & Co.	London, &c.
Greyhound	5	Thomas	Brit.	str.	1068	Nov.	22	Butterfield & Swire	K'loon Dock
Hanchow	5	Robinson	Brit.	str.	881	Nov.	22	Gibb, Livingston & Co.	
Jolan	5	Alhaussen	Ger.	str.	1109	Nov.	20	Mitsui Bussan Kaisha	
Jacobi Christensen	5	Bjorck	Nor.	str.	127	Nov.	21	Wielor & Co.	
John	5	Binge	Ger.	str.	1454	Nov.	22	Russell & Co.	
Metapedia	5	Purvis	Brit.	str.	826	Nov.	19	Douglas Steamship Co.	Amoy and Tananai
Namoa	5	Pocock	Brit.	str.	761	Nov.	22	Russell & Co.	Shanghai
Ningpo	5	D'Egville	Brit.	str.	761	Nov.	22	Russell & Co.	Wuhu
Norden	5	Davidson	Dan.	str.	761	Nov.	22	Russell & Co.	To-day
Partridge	5	Staver	Brit.	str.	254	July	24	Gibb, Livingston & Co.	Laid up
Paul Fitch	5	Stapani	Brit.	tug.	161	June	21	H. K. & W. Dock Co.	
Proctor	5	Stressen	Ger.	str.	1150	Nov.	16	Siemssen & Co.	Saigon
Sarthe	5	Barqueisen	Foh.	str.	470	Oct.	24	Arnhold, Karberg & Co.	To-morrow
Signal	5	Hunderwadt	Ger.	str.	385	Nov.	21	Siemssen & Co.	Shanghai
Strathairn	5	Broughton	Ger.	str.	4296	Nov.	19	Ordor	To-day
Triton	5	Blockin	Brit.	str.	1142	Nov.	16	Siemssen & Co.	To-morrow
Sailing Vessels									
Annie	3	Kroncke	Ger.	bgo.	424	Nov.	22	Wielor & Co.	New York
Antioch	5	Hemingway	Amer.	bgo.	763	Sept.	28	Russell & Co.	Repairing
Basuto	5	Matheson	Brit.	bgo.	343	Oct.	17	Order	
Batavia	5	Nelson	Brit.	bgo.	387	Nov.	14	Chinese	For sale
Bohrd	6	Staver	Norw.	bgo.	580	Sept.	17	Melchers & Co.	
Edward May	9	Johnson	Amer.	bgo.	890	Oct.	27	Russell & Co.	
Enos Soule	7	Soule	Amer.	sh.	1443	Nov.	10	Ed. Schellhaus & Co.	K'loon Dock
F. H. Drews	5	Rotheart	Ger.	bgo.	623	Oct.	22	Caplan	
Francis B. Fay	3	Pettogrovu	Amer.	bgo.	94	Aug.	4	Pustan & Co.	New York
Frankland	5	Schellhaus	Italian	bgo.	797	Nov.	21	Messageries Maritimes	
Frederic P. H. H. H.	5	Young	Amer.	bgo.	1042	Oct.	22	Gonsalves & Co.	
George Curtis	4	Sproul	Amer.	sh.	1746	Aug.	26	Siemssen & Co.	New York
Grandee	5	Evan	Amer.	sh.	1264	Aug.	23	Carlowitz & Co.	New York
Harvester	5	Taylor	Amer.	bgo.	1428	Aug.	26	Order	
Hattie E. Tapley	5	Telfer	Brit.	bgo.	907	Oct.	8	Adamsen, Hall & Co.	
Hayden Brown	5	Hayner	Amer.	bgo.	812	Oct.	7	Order	
Johanna	5	Hargraves	Amer.	bgo.	840	Oct.	23	Carlowitz & Co.	
John Tinsley	5	Ryan	Brit.	sh.	1147	Sept.	26	Gonsalves & Co.	
Livingstone	5	Stedina	Ger.	bgo.	531	Oct.	6	Carlowitz & Co.	Hamburg
Ole Smith Plog	10	Florensd	Norw.	bgo.	663	Oct.	17	Edward Schellhaus & Co.	
Orient	5	Roder	Ger.	bgo.	461	Nov.	21	Wielor & Co.	
Papa	6	Henne	Ger.	bgo.	748	Sept.	24	Carlowitz & Co.	Hamburg, &c.
Ponoboot	5	Baton	Amer.	bgo.	1006	Sept.	28	Pustan & Co.	New York
Ralph M. Hayward	5	Baxter	Amer.	sh.	574	Oct.	4	Arnhold, Karberg & Co.	
Rembrandt	5	Paine	Amer.	sh.	1343	Oct.	17	Order	
Ridgely	5	Beck	Nor.	bgo.	587	Sept.	27	Edward Schellhaus & Co.	
Sarah Hignett	5	Morgan	Amer.	sh.	1357	Sept.	24	Edward Schellhaus & Co.	
State of Maine	5	Nickels	Amer.	sh.	1467	Oct.	23	P. & O. S. N. Co.	
Tai Hongkong	2	Schmiegelov	Slav.	sh.	629	Nov.	2	Chinese	Ab'den
Theodor Ruger	5	Meyer	Ger.	bgo.	390	Nov.	16	Chinese	
Theresa	5	Moller	Ger.	sh.	902	Nov.	16	Remedes & Co.	
Thursbury	5	Estival	Span.	bgo.	902	Nov.	16	Chinese	
Wandering Minstrel	5	Wright	Brit. btgn.	sh.	368	April	14	Arnhold, Karberg & Co.	Laid up
William McGiverty	5	Dunlar	Amer.	sh.	1210	Oct.	25	Adamsen, Bell & Co.	